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 *Dates to Remember*

- November 9** **Illinois Tollway Budget Open House—3:00 p.m. to 6:00 p.m.**
Des Plaines Oasis, Jane Addams Memorial Tollway (I-90)
- November 10** **TMA of Lake-Cook presents Illinois Tollway Future Planning—10:30 a.m.**
Baxter Healthcare, One Baxter Parkway, Deerfield
- November 15** **Illinois Tollway Budget Public Hearing—4:00 p.m.**
Illinois Tollway Headquarters, 2700 Ogden Avenue, Downers Grove
- November 16** **NWMC Bicycle and Pedestrian Committee —10:00 a.m.**
NWMC Offices
- November 18** **NWMC Transportation Committee—9:00 a.m.**
NWMC Offices
- November 18** **McHenry County Council of Mayors—2:00 p.m.**
Prairie Grove Village Hall, 3125 Barreville Road

 *Transportation Committee Hears Transit Budgets, EOWB Advisory Council Update*

The NWMC Transportation Committee met on October 28 and heard presentations from both Metra and Pace on their proposed 2011 budgets. Neither agency is recommending fare increases or routes cuts; however, Metra is transferring \$25 million in capital funds to cover operating costs. Pace’s proposed budget can be found by visiting the [Pace web-site](#), and Metra’s can be found by visiting its [website](#). Both agencies are still accepting public comments on their budgets. The Chicago Transit Authority (CTA) will present their budget at the November NWMC Transportation Committee meeting. Upon adoption, all three service board budgets will be for-

warded to the Regional Transportation Authority (RTA), which will vote on the region’s mass transportation budget in December.

Des Plaines Mayor Marty Moylan reported on the first meeting of the Elgin-O’Hare West Bypass (EOWB) Advisory Council, held on Tuesday, October 19 at the Thompson Center in Chicago. The Council, co-chaired by Illinois Tollway Director Kristi Lafleur and IDOT Secretary Gary Hannig, will examine issues including the implementation, financing and operating structure of the proposed new bypass around the west side of O’Hare Airport as well as the extension

and widening of the current Elgin-O’Hare Expressway. Four working groups were established based on the main tasks of the group: project financing; economic impact; green practices; and workforce diversity. All interested participants can attend the Council meetings and serve on the working groups, which will begin meeting soon. The next meeting of the full Council will take place in early December, just after the next scheduled Tier Two Stakeholder meeting. The Council must submit its final report to the governor by April 29. If you or a representative from your municipality is interested in serving on

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Transportation Committee Continued

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one of these working groups, please contact Conference staff.

Staff also provided an update on the NWMC Bike Plan Update (see article below), which will be presented for consideration at the November committee meeting. Also, fact sheets outlining the Stop for Pedestrians Law, prepared by the Active Transportation Alliance, were

distributed to committee members. Additional information can be found by visiting the [ATA website](#).



NWMC Bicycle and Pedestrian Committee Discusses Bicycle Plan and Implementation

On October 26, the NWMC Bicycle and Pedestrian Committee met to discuss the progress on the Conference's 2010 Bicycle Plan. NWMC and Active Transportation Alliance (ATA) staff presented draft components of the plan and discussed both the draft regional map and the municipal snapshot maps. The final plan will include municipal snapshot maps for all NWMC members. These maps will provide a planning tool for members as they consider how regional bicycle corridors fit within their municipalities.

Moving forward, NWMC and ATA staff are working to create a full draft plan, which will be available for review next week. The Bicycle and Pedestrian Committee will review and consider approval of the plan at its November 16 meeting.

NWMC staff will present the plan to the Transportation Committee on November 18 and seek the Committee's recommendation for approval of the plan. If the plan stays on schedule, then it will be forwarded for NWMC Board consideration in December.

Additionally, the Committee began to look beyond the plan's adoption and toward implementation of the identified regional bicycle corridors. The Committee discussed potential joint funding applications through the Congestion Mitigation and Air Quality (CMAQ) program for corridor feasibility studies and preliminary design. NWMC staff will further evaluate funding opportunities and report back to the Committee at the November 16 meeting.



News from the North Shore Council of Mayors

Federal fiscal year (FFY) 2011, which began on October 1, will mark another busy year for the North Shore Council of Mayors. The Council has programmed nearly \$5 million on six projects with Surface Transportation Program (STP) funds in FFY 2011; however, the majority of funding is dedicated to the Old Orchard Road and Skokie Boulevard intersection improvement project (\$3.75 million) in the *Village of Skokie*. The North Shore Council will fund right-of-

way (ROW) acquisition and phase II engineering for the other five projects programmed in FFY 2011. The North Shore Council will seek advanced funding for these projects due to the Council's negative program balance. Until the Council regains a positive program balance, it must seek advanced funding approval from the Chicago Metropolitan Agency for Planning (CMAP) Council of Mayors Executive Committee.

News from the Northwest Council of Mayors

The Northwest Council of Mayors Technical Committee met on Thursday, October 14 at the *Arlington Heights Village Hall* with a variety of Surface Transportation Program (STP) requests on the agenda. The Committee approved a cost increase request for the Milwaukee Avenue reconstruction project in *Niles*, added *Hoffman Estates'* Hassell Road reconstruction to the program with Engineering II programmed in 2011 and Construction in 2012. The existing *Barrington* Parking Garage project was split into two projects, with the access road, which is expected to move faster than the garage structure now programmed for construction in 2014. The committee also approved a new application for an intersection improvement project at Northwest Highway and Wilke Road in *Arlington Heights*.

While the next two fiscal years are fully programmed, there are funds available for fiscal year 2013 and beyond. To fill in these program years, a call for new projects was approved by the Technical Committee. Applications for new projects will be accepted and will be eligible to move directly into the program with the approval of the Committee. Also, communities with existing projects on the Multi-Year "B" list which are ready to move into the active program are encouraged to make the formal request at this time. The call for projects materials will be available November 8 on the [Northwest Council of Mayors](#) website.

The next meeting of the Northwest Council of Mayors Technical Committee will be Friday, January 29, 2011 at 8:30 a.m. at the *Arlington Heights Village Hall*.

Over \$7.9 Million in ITEP Funding Awarded in NWMC Area

On October 29, Governor Quinn announced nearly \$90 million in federal transportation enhancement funds for bike paths, streetscape beautification and other improvement projects. The funding is a part of the Illinois Transportation Enhancement Program (ITEP), a federally-funded competitive grant program that promotes alternative means of transportation. The latest round of awards includes a total of 120 Illinois projects. The Illinois Department of Transportation (IDOT) received 391 applications requesting ITEP funding totaling just under \$370 million.

Ten NWMC members received funding directly, while a total of fourteen projects related to NWMC communities received funding. The below table summarizes the projects receiving funding

relevant to NWMC. Of particular note are those projects that relate to the draft NWMC Bicycle Plan. Lake County's Deerfield Road Bike Path project will connect *Buffalo Grove's* existing bike path along Deerfield Road to the Des Plaines River Trail. The draft NWMC Bicycle Plan identifies Deerfield Road as a tier one regional bicycle corridor, which means that there are strong opportunities for implementation. Additionally, the McHenry County Conservation District's Ridgefield Trace Bike Path lies within portions of *Crystal Lake* and is identified as the ComEd regional bicycle corridor in the Conference's draft bicycle plan. The path will link the Prairie Trail to McHenry College and eventually Woodstock. Finally, the Forest Preserve District of Cook County's Lake Cook

Road Bike path will connect the Chicago Botanic Garden to the Green Bay Trail. The draft NWMC Bicycle Plan identifies this connection as a significant missing link in the region's bicycle network. Currently, the North Branch Trail terminates at the Chicago Botanic Garden on the border of Lake County and Cook County. The Green Bay Trail runs a short distance to the east of the Botanic Garden without a bicycle connection. Connecting these paths will enhance the transportation network by expanding the number of destinations accessible by bike.

The full list of approved ITEP projects can be found at on the [IDOT website](#).

NWMC Relevant ITEP Projects		
Municipality/Project Sponsor	Project Title	Approved Federal Funding
Niles	Milwaukee Avenue Corridor Improvements, Phase III	\$775,000
McHenry County Conservation District	Ridgefield Trace Bike Path	\$934,930
Arlington Heights	Davis Street Beautification	\$60,850
Skokie	East Oakton Streetscape Improvements	\$992,280
Lake County Division of Transportation	Deerfield Road Bike Path West	\$215,540
Lake Forest	Downtown Transportation Hub Historic Train Station Rehabilitation	\$835,090
Lincolnwood	Bikeway Plan Lining and Signing	\$171,360
Forest Preserve District of Cook County	Lake Cook Road Bike Path (Botanic Garden to Green Bay Trail)	\$1,181,210
Rolling Meadows	Salt Creek Trail Extension	\$340,320
Morton Grove	Lincoln Avenue Realignment	\$446,600
Bartlett	West Bartlett Road Corridor Streetscape	\$390,300
Glenview	Techny Trail Segment 4	\$461,970
Glenview	Willow Road Sidewalk Extension @ I-294	\$133,780
Wheeling	Wheeling and Dundee Road Bicycle/Pedestrian Path	\$1,008,800
Total		\$7,948,030

CMAP Adopts and Launches Go To 2040

Article Courtesy of the Chicago Metropolitan Agency for Planning

On October 13, leaders of metropolitan Chicago's seven counties voted unanimously to adopt *GO TO 2040*, the region's first comprehensive plan since Daniel Burnham's in 1909. Designed to guide development and investment decisions through mid-century and beyond, the plan's implementation will now be led by the Chicago Metropolitan Agency for Planning (CMAP), which was formed for this purpose in 2005 at the urging of local elected officials and business leaders.

GO TO 2040 seeks to strategically align public policies and investments, maximizing the benefits of scarce resources as the region adds more than 2 million new residents by 2040. The plan, which is available at the [CMAP website](#), reflects more than three years of research and careful deliberation by CMAP, its partners and stakeholders, including feedback from more than 35,000 residents.

"As a region, we cannot take our quality

of life for granted," said Gerald Bennett, CMAP board chairman and mayor of Palos Hills. "Our 284 communities and seven counties must work together to address our big regional challenges, which require coordinated local solutions. How we respond will be key to preserving our status as one of the world's few global centers. *GO TO 2040* is the region's best chance to achieve prosperity that can be sustained for generations to come."

Its four themes are **Livable Communities**, **Human Capital**, **Efficient Governance**, and **Regional Mobility**, which include detailed recommendations on how to address issues such as land use, housing, water and energy, parks and open space, food systems, education and workforce development, state and local tax policy, and transportation.

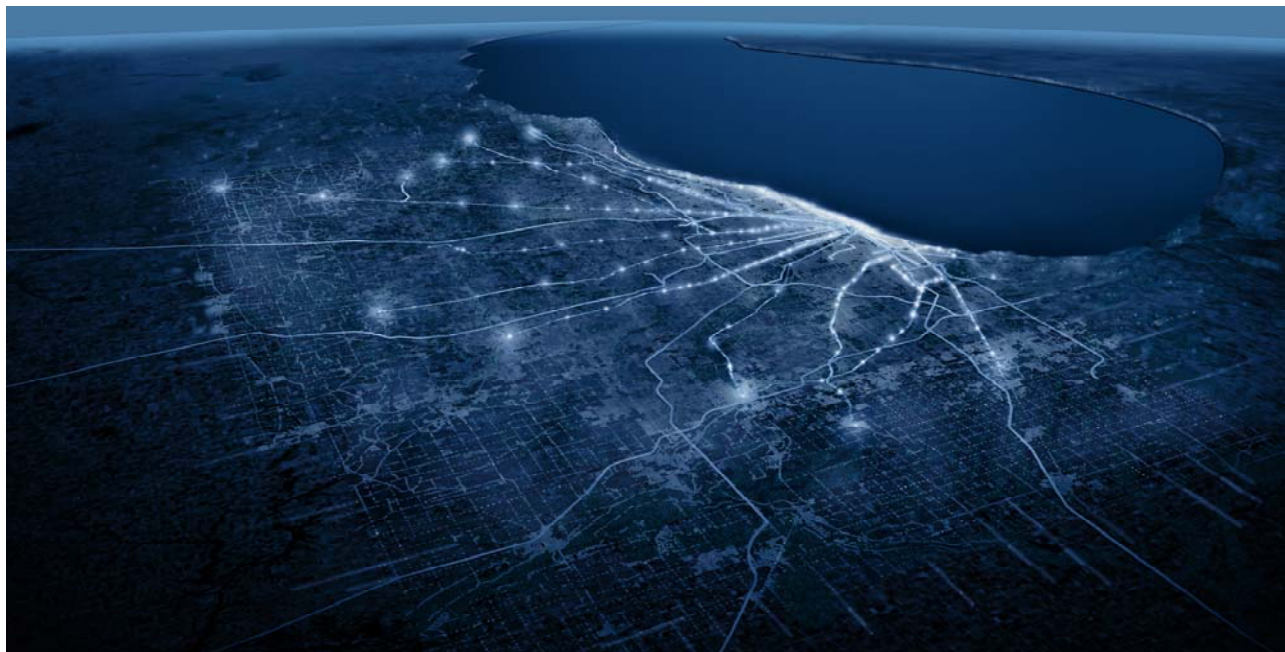
"The strength of our communities and economy are determined by issues that are highly interrelated," said Randy Blankenhorn, CMAP executive director. "For example, promoting a good balance of jobs and housing will give residents the option to live nearer to

where they work, which lets them spend less time commuting. Improved access to transit helps people and businesses save on travel expenses, keeping cars off the road and reducing energy consumption, which also improves the environment. With *GO TO 2040*, our region now has a comprehensive approach to solving these challenges."

The plan seeks to make effective use of public resources, including coordinated investments for infrastructure such as transportation. While its primary transportation emphasis is to maintain and modernize rather than to expand the system, *GO TO 2040* contains a handful of major capital projects selected to maximize regional mobility and economic development. Of the estimated \$385 billion available for transportation through the year 2040, less than three percent -- \$10.5 billion -- is available for new projects, and increasing costs of construction mean that the region must carefully focus its dollars.

"With resources so constrained, this region literally can't afford *not* to imple-

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Rendering of Chicago Region in 2040. Source: CMAP

Go To 2040 Continued

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ment *GO TO 2040*," said Blankenhorn. "The plan comes at a pivotal moment, and most of our challenges are the result of planning decisions made or -- too often -- deferred in recent decades. Instead of drifting toward an uncertain future, we need to seize this opportunity to make some tough choices and work together toward the plan's clearly stated regional goals."

GO TO 2040 points out that the region has grown in ways that put pressure on infrastructure (including transportation) and natural resources (including water and energy). CMAP estimates that more than 100,000 acres within municipal boundaries are vacant or under-used. *GO TO 2040* promotes the redevelopment of this land with a mix of residential and non-residential uses, which could accommodate half of the region's projected growth (about 1.2 million

people).

Calling the region's residents "its greatest renewable resource," *GO TO 2040* asserts that systems of education and workforce development are not keeping up with other major centers of commerce. "We need to develop skilled workers to help local businesses innovate so they can compete in the global marketplace," Blankenhorn said.

The plan brings a level of certainty that is good for business, according to Jerry Roper, president and CEO of the Chicagoland Chamber of Commerce. "Implementing the *GO TO 2040* plan will instill confidence by clearly defining the region's goals across a wide range of topics that affect economic competitiveness and quality of life," Roper said. "Business leaders appreciate the way CMAP has approached the broad-based challenges that shape our economic prosperity. The comprehen-

sive plan gives metropolitan Chicago a competitive advantage over other regions that haven't taken such a long-term, strategic view."

The plan points out that, with 1,226 units of local government in the region, increased coordination -- or, when feasible, consolidation -- of services is a necessity. It also recommends the reform of state and local tax policies, which, among other drawbacks, CMAP says often promote "big box" retail development that has far fewer regional economic benefits compared to office or industrial developments. As part of implementing *GO TO 2040*, the agency will now form a task force of tax and fiscal experts -- reporting to the CMAP Board -- responsible for recommending actions to restructure and modernize the Illinois tax code.

GO TO 2040 calls for government agencies to improve access to information, becoming more accountable to residents. Toward that goal, CMAP has partnered with The Chicago Community Trust to launch a new web resource that will be launched in November. Called "MetroPulse," the system will provide extensive data resources to help decision makers and to measure the region's progress in implementing *GO TO 2040*. The Trust also provided additional strategy research -- in areas such as food systems, workforce development, and public health -- that complemented CMAP expertise in other *GO TO 2040* topics.

GO TO 2040 exists as two documents: a full-length plan that is for policy experts, and a shorter plan that is for broader audiences. Both versions call on local officials, businesses, and other stakeholder groups to implement recommendations that -- while very specific -- have broad implications for residents' daily lives. To illustrate that point, CMAP has profiled several residents whose stories help to bring the plan to life. More information about *GO TO 2040* can be found at the [CMAP website](#).



Rendering from Transportation Section of *Go To 2040*. Source: CMAP

Barrington Secures TIGER II Grant for Route 14

On October 20, the US Department of Transportation (DOT) announced that the Village of Barrington was among the planning grant recipients for the extremely competitive Transportation Investment Generating Economic Recovery (TIGER II) program. Barrington will receive \$2.8 million in funding for the US Route 14 underpass project. The funding will be used to complete preliminary engineering and design for the grade separation of five lanes of US Route 14, as well as the existing pedestrian walkway and bike trail from the EJ&E/Canadian National Railway. According to the DOT press release, "This project will alleviate safety concerns due to significantly increased rail traffic following the

Surface Transportation Board's approval of the Canadian National acquisition of the EJ&E Railroad. The TIGER II grant will fund preliminary work to prepare for the \$70 million construction project that will increase safety, efficiency and economic competitiveness."

The proposed project will provide the below grade separation of five lanes of US Route 14, as well as the existing pedestrian walkway and bike trail from the EJ&E/CN Railway. To achieve this project a nearby waterway, Flint Creek, will need to be relocated 300 feet further to the west to provide clearance for the highway underpass. A new bridge for the relocated Flint Creek would be required on US Route 14 and on the adjacent Illinois State Route 59. The under-

pass would be excavated and a new railroad structure constructed. The adjacent intersection of U.S. Route 14 and Illinois Route 59 would be improved to provide for safer and more efficient traffic movements. The federal TIGER II grant of \$2.8 million will provide the dollars necessary for the Phase I engineering and NEPA process. Safety is a key objective in pursuing this road/rail grade separation project. In addition to the reduction in the number of transportation related crashes, injuries, and deaths for drivers and non-drivers, the project will also allow unimpeded access to the area hospital for injured or critically ill patients.

TMA to Host Tollway Update

The Illinois Tollway has completed major work on its Congestion-Relief Program including reconstructing and adding lanes on the Tri-State Tollway (I-94/I-294). The Tollway Board of Directors is now in the process of reviewing a variety of projects as part of its future capital project planning process. Projects under review include the Illiana Expressway, I-294/I-57 Interchange, Elgin-O'Hare West Bypass and the Lake County Illinois Route 53 North Extension. On November 10, the TMA is pleased to have recently appointed Tollway Executive Director Kristi Lafleur discuss the Tollway's future planning and its impact on the Northeastern Illinois Region, including Lake County. The meeting will begin at 10:30 a.m. and will be held at Baxter Healthcare (One Baxter Parkway, Deerfield). Please RSVP to Lynn Stailey (lynn_stailey@baxter.com) by November 8, 2010.

Illinois Tollway Holding Open House and Public Hearing on Budget

The Illinois Toll Highway Authority (Illinois Tollway) is inviting the public to learn about its Tentative 2011 Budget and is providing a series of options for review and comment in person and online. A copy of the Tentative 2011 Budget is posted on the Illinois Tollway's web site at www.illinoistollway.com. On Tuesday, November 9 from 3 p.m. to 6 p.m., the Tollway will host an Open House at the Des Plaines Oasis on the Jane Addams Memorial Tollway (I-90) in *Des Plaines*. The open house format will allow the public to view displays and a

budget overview, as well as ask questions of representatives from the Illinois Tollway.

On Monday, November 15 at 4 p.m. the Tollway will hold a Public Hearing at its headquarters at 2700 Ogden Avenue in Downers Grove. The public is invited to attend in person or participate in a live webcast hosted on the Illinois Tollway's web site. Public comment will be accepted at the hearing, orally or in writing as well as via the webcast.

Member Spotlight

If your municipality is undertaking a transportation plan or project of note, please contact NWMC staff to be featured in an upcoming edition of the NWMC Transportation Newsletter.



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